



## HONOLULU NOW NEARING PORT

Nearing port and to come to a berth at Hackett wharf at an early hour tomorrow morning, the Matson Navigation steamer Honolulu will add to the accumulation of mainland merchandise and quartermaster supplies which for some weeks past have been arriving here in large quantities.

Forty-three cabin passengers are aboard the Honolulu according to a late wireless received here today at the agency of Castle & Cooke.

The Honolulu will be discharged of 2130 tons general cargo before sailing for Kahului, where 276 tons freight are to be left.

Consignments of supplies for Port Allen and Kaaunapali on board the vessel will be transhipped here to other steamers.

The Honolulu is reported as bringing 299 sacks mainland mail and 71 packages express matter.

Three automobiles are included in the freight for this port.

Picnickers Met Misfortune.

Thirty-five young people who planned an outing in the lochs and at shady nooks about Pearl Harbor yesterday, leaving Honolulu at an early hour in the morning in the yacht Kamehameha, were sorely disappointed through the grounding of the craft, when within sight of destination. The Kamehameha met with ill luck near the country residence of Governor W. F. Frear at Peninsula.

Despite efforts to get the vessel off the rocks, the yacht resisted the strain placed upon it through the friendly services of the power schooner Ida May. The yacht remained in the unfortunate position all day. The vessel's bottom was considerably damaged.

Friele Again Goes to Sea.

After many months ashore, James Friele, a former Inter-Island purser, has hearkened to the call of Neptune, and leaving behind his duties as chief clerk at the old Matson wharf office, went out as acting purser in the Mauna Kea, which sailed for Hilo and ports on Saturday afternoon. It has been some time since Hiloites have had the delightful pleasure of getting a line on the latest sartorial creations in Inter-Island uniforms. The arrival of the British battle-cruiser New Zealand proved too strong an attraction for Purser Phillips, who lays over one trip of the Mauna Kea to participate in the program of entertainment for the visiting officers and tars.

Loaded with Much Sugar.

Between five and six thousand tons sugar, gathered from a number of plantations along the coast of Hawaii, have been placed aboard the Matson Navigation liner Wilhelmina during the stay of that vessel at Hilo. The Matson steamer returned to Honolulu this morning and at this port will be supplied with remaining freight to complete a shipment destined for San Francisco. The Wilhelmina is to be dispatched to the Coast at 10 o'clock Wednesday morning. At least one hundred cabin passengers will return to the mainland in the popular liner. A number of Spanish and Portuguese are booked for the steamer.

Sparks From the Wireless.

Linners approaching the islands began to get into wireless touch with Honolulu at 3 o'clock last night was reported as three hundred and seventy-one miles off port, and reported that it will reach here at daylight tomorrow morning. The Hyades, en route from Seattle, reported being 454 miles off port. The steamer Nile, en route from San Francisco, reported that it will arrive at 6 o'clock on the morning of July 16 with seventy-seven sacks of mail. It reported all well.

Nile Will Require Coal.

Wireless advices received here indicate that the Pacific Mail liner Nile, now nearing the port from San Francisco, will require several hundred tons of coal before resuming the voyage to Japan and China ports. The vessel may be berthed at Alaheka wharf upon arrival here on Wednesday morning. Being a vessel of foreign registry the Nile has no cargo for Honolulu.

Kilauea Laid Up.

The Inter-Island steamer Kilauea, which for a year past has been operated on the Kona and Kau route, has gone out of commission, the vessel having been replaced by the old reliable Mauna Loa, which is now on a run to windward Hawaii ports. The Kilauea will receive extensive alterations and a general overhauling before going into service again.

Sparks from the Wireless.

The following wireless message has been received by the agents from the S. S. Honolulu, bound for Honolulu: Per Honolulu: 2130 tons general cargo; 43 passengers; 71 express matter; 299 sacks mail; 3 automobiles; for Kahului 276 tons general cargo; for Port Allen 28 tons general cargo; for

## BRITISH LINERS SUGAR-LADEN WILL MEET AT HONOLULU COASTERS BACK

Two Canadian-Australasian liners, the Makura from Sydney, N. S. W., and the Marama from British Columbia ports, are scheduled to meet at "The Crossroads of the Pacific" on Wednesday, to remain here for the greater part of the day before sailing for opposite points in the Pacific.

The Makura, with general cargo and a number of passengers from Australia by the way of Auckland and Suva, should reach the port at an early hour in the morning, according to the present expectations of T. H. Davies and Company, the local representatives. Aboard this vessel are one hundred tons of cargo from the colonies, including shipments of fertilizer and other lines of Australian products. Fifty passengers are booked to join the Makura for Vancouver and Victoria. If all goes well, the Makura should be dispatched for the north Pacific coast on or about five o'clock in the evening.

There is but one available berth at Alaheka wharf, and today it was about decided that the Makura be assigned to that wharf.

There is no cargo for this port aboard the steamship Marama, now enroute from Vancouver to Honolulu so far as the local agents have been advised.

The Marama will take fifteen additional passengers from this port before departure for Suva, Auckland and Sydney.

The last word received from this vessel was in effect that she would arrive here at noon Wednesday, sailing for the south some hours later.

It is possible that the Marama may be assigned to a berth at the Oceanic wharf.

Kauai Sugar Report.

According to report brought to this city with the arrival of the Inter-Island steamer Kinan the following sugar awaits shipment on the Garden Island: G. & R. 2100 bags; G. & F., 5300; L. & P., 17,480; K. & P., 17,920; H. & S., 21,568; McB., 42,526.

Schooner Bruce Brings Lumber.

The American schooner J. H. Bruce was brought inside the harbor this morning, completing a fair passage from Port Bragg. The vessel brings lumber and material to the order of Lewers & Cooke.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, July 14.

SAN FRANCISCO—Sailed: July 12, 6 p. m., S. S. Columbian, for Honolulu.

PUGET SOUND—Arrived: July 12, Schooner Robert Searles, hence June 24.

SAN FRANCISCO—Arrived: July 13, U. S. A. T. Sherman, hence July 5. Sailed: July 13, bark R. P. Rife, for Honolulu.

PUGET SOUND—Arrived: July 13, Schooner Fred J. Wood, hence June 26.

PORT SAN LUIS—Sailed: July 13, Ship Ernest M. Phelps, for Honolulu.

HILO—Arrived: July 13, 9 p. m., S. S. Enterprise, from San Francisco.

GAVIOTA—Arrived: July 13, Ship Marion Chilcott, hence June 17. Aerogram.

S. S. NILE—Will arrive from San Francisco, Wednesday, 6 a. m., with 3 cabin passengers and 77 bags mail for Honolulu. Will sail for the Orient 5 p. m. same day.

PASSENGERS ARRIVED

Per str. Mikahala, from Maui and Molokai ports, July 13.—Mrs. Chan Wan, A. L. DeFries, E. Kaup, Mrs. J. P. Makana, Miss L. Makana, Mrs. Managhat, Mrs. Managhat, Mrs. Kaahouali, Mrs. Kaahouali, David Kalaan, M. R. Kalaan, A. Cooke, C. K. M. McClelland, Charles Kahale, Mrs. S. C. Baker, D. Kani, Jr., C. Ah Loy, C. S. Weight, J. McTaggart, S. Mott, Smith, C. Mott-Smith, Rev. A. S. Baker, C. E. Meyers.

A three months' successful experiment of teaching the Bible by moving pictures ended recently at the University Congregational Church of Chicago.

Although she had \$1,000 in San Diego banks, and owned property in Kansas City and Denver, Miss Anna Lane, 55 years of age, died alone in a small room in San Diego.

An investigation of the wreck of an excursion train on the Pennsylvania railroad at Cuyahvale, in which fifty persons were injured, is being made

The bulk of the cargo brought to Honolulu on Sunday by a fleet of Inter-Island steamers consisted of sugar, with scattering shipments of other lines of island products.

The Hall from Kauai ports was discharged of 5300 sacks sugar today and is to return to the Garden Island at 5 o'clock this afternoon. The Claudine is on the berth to sail for the regular Maui ports at 5 o'clock this evening.

Sugar to the amount of 1328 sacks is being removed from the steamer Mikahala and that vessel will steam for Maui, Molokai and Lanai ports tomorrow evening. Over three hundred cases of island honey were received with the arrival of this steamer.

The Likelike from windward Hawaii brought 6,000 sacks of sugar, all of which have been discharged today. The steamer Waiiale added 4000 sacks of sugar to the accumulation at this port. This vessel returned from Hamakua and Hawaii ports.

COMMERCIAL NOTES

A recent consul report devotes considerable space to the conditions in China, particularly the currency situation following the birth of the new republic, and also the exportation of rice for the year, which is shown to be more than 60,000 tons in excess of that of 1912 from Saigon alone.

Though the report is concerned mostly with Hongkong, and is written by Consul-General George Anderson of that city, it throws some light on China in general and is reproduced here in part:

While the discount between the paper currency issued by the provincial government at Canton and the corresponding silver coinage remains about the same as it has been for the past year, there has been a great improvement in the disposition of the people of the Province toward the paper money, and it circulates much more freely to the immense convenience of trade in the Hongkong field.

The provincial mint is turning out about \$80,000 in subsidiary silver coins (about \$38,500 gold) daily at present, which are received at the current discount of from 6 to 9 percent as compared with the corresponding silver dollar, while the Government makes a considerable profit in seigniorage. These coins are used in the redemption of paper currency presented for redemption so far as they will go, and for the present there appears to be a general feeling of acquiescence in the idea that the people of the Province will have to accept paper money for some time to come. The Government has been able to buy considerable silver bullion with its own paper money at advantageous rates. While the situation is far from being without difficulty it is vastly improved. One of the direct results of this improvement is a more constant and an increasing movement of native goods to export points and a gradual loosening of credits in Hongkong for the shipment of goods to the interior.

Rice Trade—Mail via Siberia.

Rice exports from Saigon during the season up to April 1 amounted to 253,023 tons, as compared with 138,325 tons in the same period of last year, the prices during the current year averaging about 25 percent below those of a year ago. There has been a general easing of the strained rice situation in southeast Asia, which has existed for the past two years with greater or less tension.

A daily mail service was established over the Tientsin-Pukow railway on May 1, thus increasing the facilities of mail from Shanghai and points south with Europe and the United States by way of Siberia.

Cement Trade—Cotton Goods.

The cement-making industry of Hongkong, including factories of the Hongkong cement at Canton and Macao, had an unfavorable year in 1912, the chief reason being the difficulty of securing supplies of limestone from the interior of China, whence most of the supply of this material has always been obtained. Ken competition also has had considerable to do with the results of the year's working.

Importers of foreign cotton goods in Hongkong report the smallest demand and slowest trade so far this year for their line of goods in South China, which has existed for many years. No definite reason for the situation is offered in explanation, but the general tendency of exchange to decline and the general uncertainty as to the future, politically as well as otherwise, probably account for the depression.

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## 'THE PRICE OF WAR'

By MISS M. RUTH ANDERSON

Through centuries of hardship and suffering, people, by experience have come to realize that, viewed from whatever angle you will, war is a waste—a waste of money, of men, and of morals. Horace Mann states that "if a thousandth part of what has been expended in war and preparing its mighty engines had been devoted to the development of reason and the diffusion of Christian principles, nothing would have been known for centuries past of its terrors, its sufferings, its impoverishment and its demoralization but what was learned from history."

Let us consider first the price of war financially. It has been estimated that since the French revolution the cost of war is no less than forty billion dollars. Added to this is the cost arising from destruction of property, the derangement of business, the depreciation of values, the taking of men from productive employment; statisticians consider that these additional, though indeterminate, sources of loss would bring the total up to one hundred billion dollars. This, of course, relates only to the direct results of war. Another outlay is the institution of a national debt, which is almost wholly a war institution; in fact, without it modern warfare would be impossible.

The total national indebtedness of the world today is upward of thirty-five billion dollars, plus the annual interest charge, which must be paid as it arises, and which amounts to about a billion and a quarter dollars. Then there are pension and charity rolls of all sorts equal to the interest charge given.

More burdensome than this in these later years, is the cost of "armed peace" or preparation for war. A few years ago it cost about five million dollars to build a fine battleship; now, one costs from ten to fifteen million dollars, and from one to one and one-half millions a year to operate and maintain it. The total cost at the end of ten years will be about thirty million dollars, and then it may be sent to the scrap heap or be "modernized" at a heavy additional outlay. Besides this, the great size they are making the ships today call for larger dry-docks, and deeper ports and channels. Why is it that the present annual armament bill of the seven nations should be 165 per cent greater than it was thirty years ago? One answer to this question is that the majority of people still cling to their warlike instincts and cry, "In time of peace prepare for war." Sir Edward Grey, when speaking in the house of commons, on March 13, 1911, gave this warning: "Unless the incongruity and mischief are brought home, not only to men's heads generally, but to their feelings, so that they resent the inconsistency and realize the danger of it, if this tremendous expenditure on armaments goes on, it must in the long run break down civilization."

One of the most perfect examples in modern times of the inequity of war as a method of settling international disputes is the example of the war between the new German Empire and the Third Republic of France. Surely the result of this war was as productive as it was swift. But compare the different prospects with which these two nations took up life after the conflict was over. One victorious, her great aim gained, her territory augmented and the whole cost of the war paid for by the vanquished foe; the other literally at the feet of her invader, despoiled of much of her former wealth, crippled by the enormous indemnity exacted by her conquerors.

The financial loss in war is great but the loss of life is greater, for the number of men sacrificed to the god of war is so vast that it only confuses the imagination. Still it has been estimated that since Napoleon began his campaign no fewer than fourteen million people have died as a result of war. You say perhaps, that these people would have died if there had been no war. True, but what would be the difference? Death ordinarily comes in the midst of friends and kindness, but to those at war it comes in the midst of horror and suffering, in noisy camps or prisons perhaps. In war, the sacrifice of life involves every detail of cruelty, misery and suffering that one can conceive of. In the accounts of the late Russo-Japanese war we read how "in those fierce hand to hand fights men grappled, raged and tore each other like beasts, biting, chewing and gouging each other's eyes out." All are not killed by the merciful bullet, which brings a speedy death. This is but one instance, which does not half describe the awful horrors on the battlefield. Hundreds of statistics try to describe the terrible scenes, but mere words can not depict or exaggerate the horror of warfare, a horror so terrible that even the great masters of war have been loudest in its denunciation.

During the last decade and a half, the three great wars of that period, namely the British-Boer, the Spanish-American and the Russo-Japanese, took millions of men out of the productive activities of civilization into the wasteful activities of warfare. Besides this, many more millions of men were set to work to use their skill in inventing and preparing great war engines, and all the necessary equipment of warfare. And all to what end? To the destruction of nations. This diversion of labor and capital from productive industry to waste and destruction, and the inability to supply the world's demands,

led to an advance of prices in the world's common needs.

Economically, war means loss, a loss of men, which is far more serious than material resources. For the strength of a nation lies in its men, and there can be no doubt that the economic progress of the world, and the betterment of general welfare has been greatly retarded by the immense drain of war upon that portion of the population which does the world's work.

Terrible as is the price the nations pay financially and physically, there is still the heaviest item of all to be considered.

What is truer than this quotation from Edmund Burke? "War suspends the rules of moral obligation, and what is long suspended is in danger of being totally abrogated. In time of war, the moral standard of the whole nation is lowered, for war retines cruelty, praises falsehood and deception, and legalizes crime. If the enemy is the victim. To the soldier in the field it is legitimate to lie, steal, cheat and burn property, so long as it is again the enemy against whom all this is practiced. How can this do anything but injure the moral character of the participant? War may call forth heroic qualities in men, it is true, but still more does it call forth the baser nature, for "God is forgotten in war and every principle of Christianity is trodden under foot."

In political life war leads to corruption and low ideals. Too often is an important position filled inefficiently by favoritism. Partisanship in politics leads to much jealousy and bitterness which continues long after the war is over. Commerce, too, shares in the general debasement. Everywhere one sees the spirit of selfishness.

Professor James, in his essay entitled "The Moral Equivalent of War," claims that military life is more strenuous and exacting than civil life, and that the tendency of war is to develop a more virile manhood than would be developed in civil life. He also states that if war be abolished that the world would lose a positive force in character building. His "moral equivalent" for this is compulsory service in civil life, by which manhood shall be able to do a world's work. But is this idea and these beliefs of his quite so? Is a soldier's life more strenuous than that of a civilian? Nine out of ten soldiers with any sense of justice would answer in the negative. Is it more exacting? Does it develop a virile manhood? Think of a soldier in peace service, which today constitutes nine-tenths of his duty, he certainly has an easier time than the average laborer or mechanic. Then in time of war, omitting the great crises of battle, the things which tax his endurance—lack of good food and regular eating, exposure, compulsory marches, prison, and other such things—tend to weaken, rather than promote moral and physical development.

Many people are at last beginning to realize the terrible price of war, not only to the individual but the nation as a whole. But too many still remain indifferent. "It may be true," they say, "but what can we do?" Every citizen can do his duty in driving this great evil from the world. War is of human origin and it is not inevitable. As the Rev. W. Walsh says, "The time has come to think."

Reports just received from the coast state that well No. 6 of the Honolulu Oil Company, on section 22, 24, came in with a gasser last week with a roar that was heard in Taft, five miles away. The flow is estimated to be about 40,000,000 cubic feet daily, with a pressure of about 700 pounds. The big blow came when the bit had penetrated a little beyond the 2300-foot mark. Fine sand and shells came out with the gas, and the tools were left in the hole. On account of the well being close to the road, guards were stationed a quarter of a mile from the well to warn automobiles to take the other road on account of the danger of the escaping gas taking fire.

Edward S. Albee of West Haven, who kissed two young women who sat in front of him in a trolley car, was sent to jail for thirty days.

An indictment charging Mrs. Louise Van Keuren and George A. Penrose with the murder of the woman's husband, John B. Van Keuren, June 14th, was returned in a Chicago court recently.

John D. Rockefeller purchased 400 sheep to crop the grass on his golf links at Pocantico Hills, N. Y.

Receivers for the Barner & Smith Car Company were appointed in common pleas court at Dayton, O., recently.

Chemicals were used to rid the Long Island railroad tracks of the Montana division of worms and caterpillars.

The New Bedford, Mass., assessors from their returns have computed that the population of the city is 103,575. This is a gain of about 2,000 over last year.

The farming district near Pratt, Kan., needs 200 additional harvest hands.

Goods worth \$43,586,000 were imported into the United States during the last year.

William Blaisdell, a Beverly, Mass., alderman, was arrested at Beverly city hall on the charge of accepting a bribe from a junk dealer for a license.

Charged with violating the automobile law against pushing a standing streetcar, until the passengers had alighted, seventy automobilists were arrested in New York.

The barking of a dog attracted Mrs. Margaret Barry, a rancher's wife of Greeley, Col., to a well, in which she found her 4-year-old son had fallen. She rescued him.

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LACE MUCH USED

ON NEGLIGEEES

The all-over lace blouses to be worn

with different skirts are very much liked this season. They are inexpensive trifles, many not costing more than \$5, but they are very effective. Some are made with a yoke, others merely have a plaited frill in the front, but all of them are comparatively simple. As a rule, they are developed in the shadow lace, which is effective and cheap.

Another garment which demands a liberal supply of lace is the negligee. The dainty boudoir robes and negligees, not to mention the elaborate tea gowns, are made of lace. A beautiful tea jacket, made from the all-over shadow lace, has a shaped flounce of the shadow lace edging, which brings the garment about to the knees. The lace is mounted over flesh-colored chiffon, which gives it a soft and effective background, and is fastened by a buckle of crocheted roses, through which pink ribbon is drawn. Lace jackets are valuable assets for the tea gown. It requires only a satin foundation, which may be found in last season's ball gown, and a jacket of lace, to evolve a tea gown with all the hallmarks of Paris.

These lace jackets, by the way, are a really necessary addition to the wardrobe. They can be relied upon to add a finishing touch to many a gown which otherwise might be dubbed out of date. They are fashioned in various styles; the Russian blouse is a popular mode for the tall, slender woman, and the shorter, cutaway lines are liked by the woman with an average figure. One of the exclusive shops is featuring a very good-looking lounge coat of shadow lace finished with a wide hem of bright-colored silk, red, yellow and green being especially popular. Turnover collars of the cubist and futurist silks are used on other lace coats.

The use of lace, however, is not confined to gowns and to coats; it is also used largely in millinery and in neckwear. The softest, prettiest garden party hats are fashioned entirely from lace or have brims or a crown of lace with trimmings of flowers. A lace frill extending an inch or more over the brim of the hat will give it a rich, soft finish which is universally becoming. The black jaces, by the way, are more effective than the white, because they tend to intensify the color of the eyes.

In discussing the uses of lace one should not overlook the parasols of lace net the bags of lace which dangle from the wrist. Scarfs and veils of lace are also very much in demand. In the realm of lingerie, lace has never been used with such lavishness. In fact, there is not a feature of the wardrobe in which the unusual demand for lace cannot be noted.

Deputy Sheriff and Coroner Rose was today called to inquire into the death of Makeana Ku, an Hawaiian, who was found dead in an apartment situated near the corner of River and Kukui streets. The last seen of the man alive was when seated in a chair, he was accosted by some neighbors and then complained of feeling ill. Some hours later the body was found lying on the floor. The deceased is said to be related to Mrs. Daniel Bush of this city.

It was a badly damaged optic that George Ku presented to the attendant at the hospital following his encounter with a "mysterious" "Mr. Baker," who is alleged to have entered mightily into an assault that took place in the classic precincts of the Ah Leong block yesterday. Unable to identify his assailant, no arrests have been made.

The board of pardons discharged Michael Regan, a life prisoner, from the state prison. Regan was convicted in New Haven in 1902 for killing his wife.

Depression marks the week opening in stocks. Only one transaction between boards is recorded, being a sale of 5 shares of Oahu Railway steady at 110. Little business was done on the board, with Oahu the only stock showing improvement. Everything else was declined. Hilo Railroad common fell off half a point in a sale of 5 Oahu jumped three-eighths to 1.75 for shares at 4. Oahu Sugar declined an eighth in sales of 10 and 6 shares at 13.25. Hawaiian Commercial is down a fourth for 10 shares sold at 26.25. Oahu jumped three-eighths to 1.75 for 50 shares.

Pineapple, no doubt owing to the recently announced cut in price of the preserved article, has fallen two points to 35 asked with no sales.

Judgment for \$1,443.92 and costs of the suit was awarded Hockfield & Company by Circuit Judge Robinson in the case brought by that company against the partners of the Hang Fong Company for accounts due.

Two Koreans found it profitable to solicit alms, with the result that in a campaign through the business and residential districts the pair succeeded in collecting a sum totalling over \$100. A one-armed Korean was a member of the party, the plea having been volunteered that the money was to be used in securing a small chicken ranch for the cripple. Chief of Detectives McDuffie came upon the twain as they were in the midst of a joy feast at Aala Park. Jug of wine was the incentive for a merry gathering. In securing possession of a book in which a list of donations were kept many well known people were found to have added their mite. Each defendant was given thirty days at the reformatory when arraigned at police court this morning.

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